

001 68/65

P 122231Z AUG 69
FM NPIC WASHDC
TO AIG 7840
RUEBHSA/NFOIO
BT

25X1

SECRET CITE NPIC 6806
SUPIR:CA SER:000062 PRJ:GS MSN:S00171 DTZ:690903H
DAY PHOTO. C CAMERA ON 0721Z, OFF 0857Z. CAMERA TYPES ARE
A HR308A (TEOC) AND C-9085/64 (OOC). REF SER KL0034
DTG 040715Z AUG 69. PACOM CPFL ICOD, 14 JUL 69.
THIS MESSAGE SUPPLEMENTS INFORMATION CONTAINED IN REF.

12 AUG 69 23

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PART I. MISSION HIGHLIGHTS

THIS MISSION PROVIDES COVERAGE OF GOOD INTERPRETABILITY OF 9.2 NM OF REALIGNMENT OF THE HANOI-PINGSHIANG RAIL LINE. THE COVERAGE OF THE RAILROAD SEGMENT INCLUDES ITEMS OF INTEREST SUCH AS NEW BRIDGES, CULVERTS, AND TUNNELS UNDER CONSTRUCTION.

PART II. SIGNIFICANT RESULTS

C. CHANGE AND OB ITEMS

IT REALIGNMENT/HANOI-PINGSHIANG RAIL LINE
CTY:VN214308N1064035E INT:GCV SC
UTM:48QXK733025

STA:UCO

RMK:A DETAILED ANALYSIS BY NPIC OF MISSION GS-171, 3 AUG 69, REVEALS NOTICEABLE PROGRESS ON THE REALIGNMENT OF THE HANOI-PINGSHIANG RAIL LINE SOUTH OF LANG SON SINCE 69. RAIL REALIGNMENT IS OBSERVED FOR A DISTANCE OF 9.2 NM GENERALLY WEST OF THE EXISTING RAIL LINE BETWEEN 21-40-55N 106-44-10E AND 21-40-42N 106-36-45E. AN EXTENSIVE EFFORT IS BEING MADE TO MAINTAIN A MINIMUM GRADE AND AS STRAIGHT AN ALIGNMENT AS IS FEASIBLE.

THE FOLLOWING IS AN ANALYSIS OF CONSTRUCTION FROM NORTH TO SOUTH. THE NORTHERN SEGMENT OF CONSTRUCTION LEAVES THE MAIN LINE AT UTM XK794074 AND GENERALLY PARALLELS THE LINE WITH A GRADUAL INCREASE IN GRADE TO XK778059. IN THIS PORTION OF CONSTRUCTION THE ROADBED HAS BEEN GRADED ACROSS THE EASTERN SLOPE OF A RIDGE AND AT LEAST FIVE DEFILES WILL BE FILLED OR BRIDGED. ONE BRIDGE IS ALREADY UNDER CONSTRUCTION AT XK790070. A TUNNEL WILL PROBABLY BE BUILT THROUGH A HILL AT XK780069 AND A PROBABLE TUNNEL AND BRIDGE COMBINATION IS UNDER CONSTRUCTION AT XK778059.

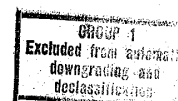
FROM THIS POINT THE ROADBED TAKES A WSW HEADING TO XK769058. THIS SECTION WILL REQUIRE THE CONSTRUCTION OF AT LEAST THREE BRIDGES AND PROBABLY THREE TUNNELS. BETWEEN XK769058 AND XK753046 THE ROADBED IS CLEARLY DEFINED AND RUNS GENERALLY SW DOWN THE EASTERN SLOPE OF A VALLEY UTILIZING EXTENSIVE LAND FILL TO RAISE IT ABOVE THE VALLEY FLOOR. THE SECTION OF ROAD BED CONSTRUCTION BETWEEN XK753046 AND XK747030 WILL REQUIRE AT LEAST THREE BRIDGES, TWO OF WHICH ARE ALREADY UNDER CONSTRUCTION AT XK747040 AND XK752043. FROM XK747030 TO XK731019 NO ROAD BED IS DISCERNIBLE, BUT SEVERAL CULVERTS ARE UNDER CONSTRUCTION AND HILLTOP SCRAPING IS OBSERVED. FROM XK731019 THE ROADBED CONTINUES DOWN THE EASTERN SLOPE OF THE VALLEY UTILIZING EXTENSIVE LAND FILL. A BRIDGE IS UNDER CONSTRUCTION TO CARRY THE RIGHT OF WAY ACROSS ROUTE 1A.

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TO THE SOUTH OF ROUTE 1A A TUNNEL IS UNDER CONSTRUCTION AT XK714008. THE ROADBED CONSTRUCTION BETWEEN XK714008 AND XJ704997 IS CLEARLY DEFINED RUNNING ALONG A RIDGE LINE WEST OF ROUTE 1A. AT XJ704997 THE ROAD BED TAKES A SW HEADING AND PARALLELS ROUTE 1A AND THE MAIN RAIL LINE TO THE JUNCTION WITH THE MAIN LINE AT XJ668979. (21-40-42N 106-36-45E). BETWEEN THESE POINTS THE TERRAIN IS NOT AS RUGGED AND THE ROADBED UNDER CONSTRUCTION APPEARS TO BE RAISED EARTH FILL UTILIZING CULVERTS WHERE NECESSARY. BEFORE CONNECTING THE NEW ROADBED TO THE MAIN LINE, A BRIDGE WILL BE BUILT AT XJ681981 ACROSS THE MAIN LINE AND THE SONG THUONG (RIVER). THREE MORE BRIDGES WILL PROBABLY BE BUILT ACROSS THE SONG THUONG BEFORE THE TWO LINES CONNECT. CONSTRUCTION EQUIPMENT (INCLUDING NUMEROUS LARGE TOWED SCRAPERS) IS OBSERVED THROUGHOUT THE RIGHT OF WAY.

GP-1

S E C R E T

END OF MSG

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